

Editorial

JOURNAL BOX

LEAVE IT TO JACK

Firstly let me wish all our readers a very merry Xmas and a happy new year.

The longer I am in our Association the more it becomes apparant that we also suffer from the "Leave it to Jack" ailment that is so prevalent in so many clubs and societies all round Australia.

Firstly it is reflected in our Office Bearers, both State and Federal. Then it is shown up at our exhibitions and then finally at our meetings.

It is time we all rose off that shiny seat and made our presence felt - or at least seen. How long is it since you attended a Branch Meeting? or even a sub-branch meeting? When was the last time you put forward a concrete suggestion to your local committee, or to the Federal Committee?

Finally, when was the last time you entered one of the Associations' competitions? If you haven't a copy of Journal No. 86, your Branch Secretary will give you the details. Now is the time to get this years entries finished off. All Competition entries must be in the hands of the Federal Secretary by 31st January, 1972.

COVER PHOTO

One of the few privately owned railways in Australia is the South Maitland R.R. Pty. Ltd., whose locomotive No.23 a 2-8-2T is shown receiving a load of coal at South Greta coal stage.

Photo by Ted Frost.

VOLUME 20

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THE SECRETARY'S DESK



Some of the newer members may have read the "Honour Roll" in issue 93 and wondered what it was all about.

Honorary Life Membership was originated as a reward to a member in appreciation of the work and effort of that member in furthering the welfare of A.M.R.A.

The first recipient of this award was Tim Dunlop. Tim was a co-founder of AMRA and became the first Secretary and having done such a good job in that position, in turn, was in due course, President, Vice-President and general handyman in those "good old days" when everything had to be done by the committee - preparing and duplicating Journal and later Buyer's Guide, all on a shoestring budget. During these formative years Tim was aided and abetted by his wife Margaret and a later C.O.M. saw fit to raise her to the "Peerage".

Alan Wilson and Rick Richardson also gave many hours of "sweat and blood" for the cause, particularly to Journal. It was not until the Association was able to acquire an electric duplicating machine that the burden was eased.

Mention may be made here of one name not on the list nowadays, Mayer Levey, who was Treasurer for many years and was responsible for acquiring the first typewriter, addressograph machine and other mechanical means of easing the work load of the committee. I am not sure if the pace was too much because Mayer resigned from AMRA and took up yatching.

Arthur Harrold was awarded his for his work as Editor over a number of years, during which time Journal grew into a sizeable magazine and set a very high standard. Jack Treseder is a long serving member of the C.O.M. and was Treasurer for many years and Publisher of Journal for just as many and is still doing the job, and a very good job at that.

Cedric Rolfe came onto the C.O.M. at a time when there was a shortage of volunteers for some of the positions and very soon found himself with the Secretary's position and also became involved in the production of Journal. He was mainly responsible in getting the magazine commercially printed in style of the present issues. Cedric shouldered the burden for a number of years, until illhealth forced him to resign from the C.O.M.

In about 1966 the "Meriterious Award" was originated for recognition of outstanding effort on behalf of AMRA in general or the State Branches in particular.

The first person to receive this award was Ivo Bunker, who for many years was editor of Buyer's Guide up to the time it became the victim of rising costs and had to be dropped. Bob Gorrell received his for his part in expanding the NSW Branch and in having formulated the Branch Constitution, which became necessary due to the intention of the Branch to acquire its own clubroom.

Alan Dowel edited Journal for nearly eight years and still found time to

produce Beginner's Guide, a copy of which every new member receives (or should). Rex Little had so many positions going at once on the Federal and State Committees he was having to write letters to himself. These days the going is not so tough, being only Editor of Journal and Vic. Branch President!

Stephen Suggit is the force behind our Standards, which resulted from hours of painstaking research. Norm Read for being a good backstop for the NSW Branch over the years from its inception. (The commendation reads - "For outstanding service and assistance to the NSW Branch". Ed.)

The present C.O.M. in recognition of Jack Treseder's continuing work for the Association in the important job of Publisher, awarded him a Meritorious Award, a form of bar to a previous medal. This year it is Mal Baker, well known for his work both on the Federal and Vic. Branch Committees.

All of these members have given of their time and energy to further the Association without any thought of reward or glory. I would point out that in our 21 years there have been many others whose names should be on the Honour Roll, but I'm sure all those who have worked on the Committees of the past do not regret having served on them. There have been lighter moments and the friendships made, which has given the Association meaning.

This comes back to the point often raised before, that participation in some form, attending meetings or sending something for Journal, all helps the Association. Your committees do not have the exclusive rights on ideas, they would like to hear from members any ideas for the benefit of others. So come up with some New Year suggestions.

On behalf of the Federal C.O.M. the happiest of Christmas's and the best of modelling in the New Year.

* * * * *

A must for all members

THE 21st BIRTHDAY CONVENTION CELEBRATIONS

Members are reminded that bookings for the AMRA 21st Birthday Convention, to be held in Melbourne during the four days of Easter 1972 are still open and it is hoped that many more members will take this final opportunity of forwarding their names and deposits to the organizers listed below, in order that you won't miss all the fun.

The highlight of the Convention will be the 21st Birthday Celebration Dinner on the Saturday night at the Chevron Hotel, St. Kilda Road, Melbourne, and to this one function alone it would be nice to have an attendance of at least 250 members accompanied by their wives,

girlfriends and/or sweethearts (or should you be a lady member) accompanied by your husband or boyfriend. This night we can assure you will be one of the most enjoyable evenings you will have spent for quite some time and hopefully will be long remembered.

The full program for the Convention is as previously mentioned of four days duration, the program for each day, being listed below. Each day and in some cases evening have been well planned and will consist of all the fun and enjoyment associated with our hobby, irrespective of your age, sex or interest of model railways, so book now

don't be one of those that misses out for bookings must close and all payments made by 31st January, 1972.

The program as of this date is as follows:

Interstate Members, the Chevron Hotel has been tentatively booked for your accommodation.

The cost of the Convention will be:

Members not requiring accommodation, but wishing to partake of the full four days' programs - \$17.00.

Members requiring accommodation (three nights) and the full four days programs \$40.00. (This does not include transport to and from Melbourne.)

In brief, the program is:

Good Friday, 31st March, 1972.

Location - AMRA Vic. Branch clubrooms Glen Iris.

Topics - Clinics and films. Cost of this day \$2.00.

Easter Saturday, 1st April, 1972.

Morning - A steam trip into the Dandenongs on the famous Puffing Billy.

Lunchtime - A barbeque will be supplied at the Diamond Valley Railway, South Eltham.

Afternoon - Guided tour and rides on the Diamond Valley 7½" miniature railway. Total cost to date \$2.00.

Evening - The 21st Birthday Celebration Dinner to be held at the Chevron Hotel St. Kilda Road, Melbourne. Cost \$8.00 per head.

Easter Sunday, 2nd April, 1972.

This will be a steam trip to Ballarat, a visitation of the mining museum and return to Melbourne. Locomotive for this trip will be a V.R. "R" class or VR "D3". Total cost \$5.00 per head including lunch.

Easter Monday, 3rd April, 1972.

This will be taken up with visitations to Victorian members' layouts and V.R.

installations, there will be no charge for this day.

On Good Friday, lunch and tea will be available at the Convention Centre (Vic. Branch Clubrooms) at a moderate charge for those who wish it.

Accommodation - Late reservations can be made up until 21st December 1971. Include a deposit of \$4.00 for each member with your request.

All enquiries and deposits should be forwarded to either:

Mr. M.R. Baker,	Mr. K.J. Wilcox,
256 Reynards St.,	12 Sullivan St.,
COBURG. 3058.	BLACKTOWN. 2148.

Late Starters - If you intend to be present, advise the organizers by the 21st December, 1971, include deposits of \$2.00 for program only and \$4.00 for program and accommodation for each member attending. Balance by 31st January 1972, or installments may be made at any time, but must be completed by 31st January, 1972.

NOTICE

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* * * * *

Have you sent your article to the Editor, written a letter to Pop Valve or asked the Advisory Panel to help.

AUSTRALIAN MODEL RAILWAY ASSOCIATION - FEDERAL COMMITTEE.
STATEMENT OF RECEIPTS AND EXPENDITURE.
FOR THE YEAR ENDED 30TH JUNE 1971.

RECEIPTS.

Cash at Bank, 30/6/70
 Cash on Hand, 30/6/70
 New subscriptions
 Renewal of subscriptions
 Subscriptions to Journal
 Joining fees
 Sale of badges and accessories
 Sale of back copies of Journal
 Postage on back copies of Journal
 Advertising in Journal
 Bank interest and exchange on cheques
 Sale of scrap plastic
 Overpaid subscriptions
 Refund on stationery (NSW Branch)
 Engraving Candamah Valley Cup Trophy (to N.Read)
 Deposit 1972 Convention (to K.Wilcox)
 Donations

EXPENDITURE.

\$1,418.97 Printing of Journal
 50.00 Addressograph plates for Journal
 101.95 Postage on Journal
 400.20 Journal Expenses
 818.10 Typing of Journal
 59.50 Stationery
 90.73 Postage - general
 10.30 Bank charges & NSW receipt tax
 24 Bank deposit book
 758.90 Trophies and engraving of trophies
 56.37 Typewriter service
 1.80 Refund to state branches 1970 & 1971
 4.75 Purchase of badges
 33.44 C.O.M. Journal covers
 4.17 Subscriptions to I.R.D.
 8.00 V.A.C.C. Insurance
 21.80 Refund of fees (overpaid)
 C.O.M. phone directory entry
 Addressograph machine & plates (C.O.M. Registrar)
 Weighing scales (C.O.M. Registrar)
 Purchase of typewriter for Journal
 Purchase of typewriter for C.O.M. Registrar
 Transferred to Reserve Fund
 Deposit on 1972 Convention (to K.Wilcox)
 Cash at Bank, 30/6/71
 Cash on Hand, 30/6/71

\$1,340.00
 25.90
 77.44
 11.50
 65.00
 119.87
 99.93
 8.23
 20
 37.79
 7.00
 118.80
 63.83
 40.25
 9.73
 4.71
 4.75
 3.25
 124.97
 6.98
 400.00
 415.00
 300.00
 8.00
 481.09
 65.00

\$3,839.22

\$3,839.22

Slowing down Triang trains

In both Mr.E. Watson's article on shunting etc. and Mr.P. Roger's article on the Warrimoo M.R.C., they referred to two main problems associated with propriety equipment - excessive speed and magnetic lock of three pole motors.

Many of us run Triang equipment - some as purchased and others modified in various ways. Similarly many do not realise that all Triang motors except the XT60 have double start worms. All engines using the XO4 motor have a gear reduction of 20 to 1, and all motor bogies have a gear reduction of 13 to 1.

Therefore by fitting single start worms as used on the XT60 motor we can double our gear ratio to 40 to 1 for steam engines and 26 to 1 for diesels, etc. using the motor bogies. This, in effect halves the speed and doubles the pulling power of the engine.

A solution to the second problem is now available to us - 5 pole motors. For all our locos using the XO4 motor (Fig. 1) there is now available in most hobby shops a new 5 pole motor which is identical in size and mountings to the Triang motor. This is the MW 005 motor which retails for \$5.95. Also available by the same firm are replacement armatures for both the 4 wheel and six wheel motor bogies. The armature for the Mark VII (six wheel) bogie comes complete with delrin bearings and two start worms.

Before continuing to tell you how to go about changing your worms, let me add some more important facts. Triang worms are $\frac{1}{4}$ " diameter, and have 20 turns per inch pitch - the same as a $\frac{1}{4}$ " whitworth bolt. The form of the "thread" is square, or to be exact, a buttress thread. All Triang and the

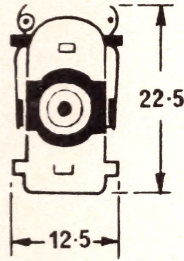
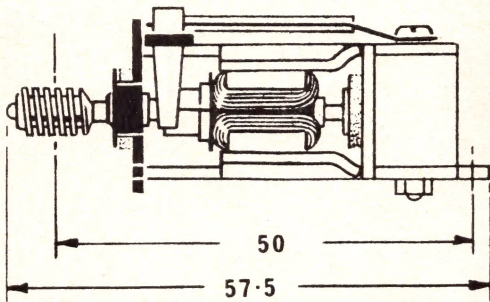
by REX LITTLE.

MW motor shafts are $3/32$ " diameter. Triang worms have an interference fit on one end only - the end nearest the end of the shaft, while the rest of the hole is a sliding fit on the shaft. A number 42 drill is 0.09350" diameter 0.00025" smaller than $3/32$ ", which I have found to be a sufficient interference fit.

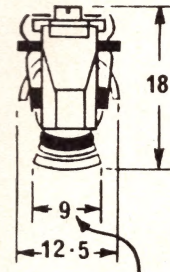
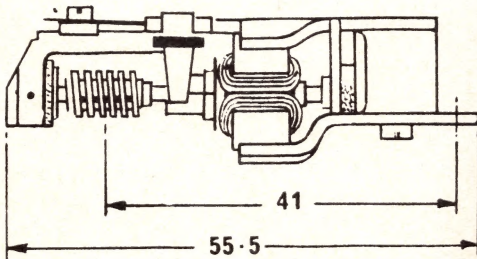
Replacing the worm on the Triang XO4 motor. Fig. 1.

The worm can be removed and replaced without dismantling the motor. Some form of extractor is required, as it can be an expensive business (as I have found out) to tap the old worm off. If you tap too hard on the end of the shaft, it is possible to move the armature too - and then you can have broken wires between the armature and the commutator, resulting in the need to replace the whole armature. Not having a Triang special worm extractor, I use a plate from a P.M.G. key switch with the slot extended to one side, (Fig. 7), a piece of pipe which fits over the complete motor, and my 3" vice. The slot in the plate needs to be widened slightly to about $1/8$ " to fit over the thrust bush. The plate is slipped in position, the pipe fitted over the motor, and then the whole lot is squeezed in the vice until the shaft is flush with the worm. Then a piece of $1\frac{1}{2}$ " x 16g nail about $3/8$ " long is held in the pliers and used in the vice to push the shaft that extra $1/16$ " to allow it to slip off.

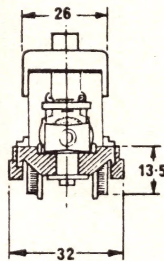
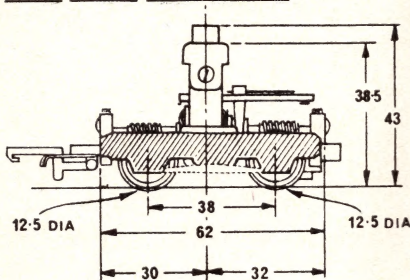
The new worm is then slipped on the shaft, and the motor again squeezed in the vice until the end of the shaft is flush with the worm. Remember to put the thrust bush back on the shaft of

Motor Dimensions and Data**DIMENSIONS IN MMS.****X.04 MOTOR**

Poles : 3
 Shaft diameter : 3/32in.
 Armature diameter : 1/4in.
 Current : 0.4 amps (average)
 Drive : Two-start worm gear
 Reduction ratio : 20 to 1
 Magnet : Alcomax III
 Bearing : sintered phosphor-bronze
 Armature speed : 20,000 r.p.m. (no load)

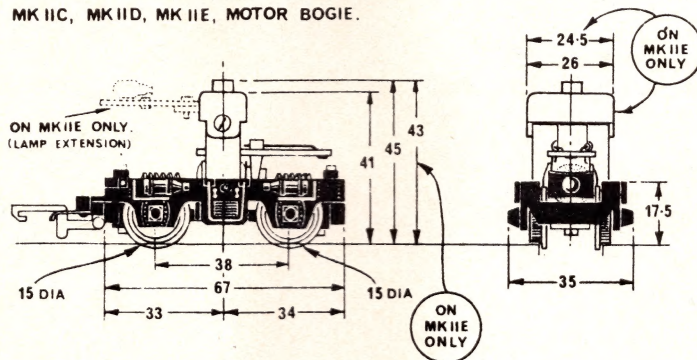
**XT.60 MOTOR**

Poles : 3
 Shaft diameter : 3/32in.
 Armature diameter : 1/4in.
 Current : 0.3 amps (average)
 Drive : single start worm
 Reduction ratio : 26 to 1
 Magnet : Alcomax III
 Bearing : sintered phosphor-bronze
 Armature speed : 15,000 r.p.m. (no load)

BOTTOM POLE ONLY**MK IIA, MK IIB, MOTOR BOGIE.****Motor bogie Mark II.**

Poles : 3
 Shaft diameter : 3/32in.
 Armature diameter : 1/4in.
 Current : 0.4 amps (average load)
 Drive : Two-start worms
 Reduction : 13 to 1
 Magnet : Alcomax III
 Bearings : sintered phosphor bronze
 Armature speed : 18,000 r.p.m. (no load)

Note.—The difference between the Mark IIA and Mark IIB motor bogies is in the sideframe detail shown shaded on the diagram.

MK IIC, MK IID, MK IIE, MOTOR BOGIE.

the motor. Then using one of the holes in the plate at the end of the worm, push again in the vice until there is 0.006" (six thou) clearance between the worm and the thrust brush. If you haven't a feeler gauge to measure this then there should be a small, but perceptible fore and aft play of the shaft in the bearing.

Replacing the worms on the Triang Mark II and III (4 wheeled) motor bogies Figs. 3, 4, 5.

The motor bogies require dismantling to remove the armature. Study the construction carefully so that you can remember how to reassemble it. Remember - or better still write down which brush has the insulation between it and the spring. Usually the contact wire and insulating sleeve are in the right hand side when looking from the back to the front of the engine. If these are reversed the motor will normally run in the reverse direction.

Step 1. Remove the brushes, and then the pivot bracket by removing the bolt through it. DO NOT REMOVE THE MAGNET YET. With white paint, or a felt pen, mark across both pole pieces and the magnet. This will remind you which way to put the magnet back. Similarly mark the chassis and the pole pieces on the same side. Reversing the magnet will also reverse the rotation of the motor.

Step 2. Get some sort of "keeper" for the magnet. This can be either a large piece of steel with a flat surface - the vice, or another plate from a P.M.G. key, as long as it is steel. Place the magnet and the two pole pieces on the keeper and slide the magnet out from between the pole pieces. REMOVING THE MAGNET WITHOUT A KEEPER WILL LOSE ABOUT 1/10th OF ITS POWER IN ONE SECOND!!!

Step 3. Gently pry off the spring clip holding the bearing at the end of

the bogie away from the coupling. This end has a slot to allow the armature to be lifted out. Be careful not to lose the small ball bearing. This is the thrust bearing for the armature. Remove the bearing and the oiling pad.

Step 4. Lift out the armature and measure the amount of shaft protruding through each worm. Remove and replace the worms. Check the measurements again. The armature can be replaced and a check made that the worms are central on the worm wheels.

Step 5. Reassemble the motor reversing steps 3,2,1.

Step 6. Now is the time to fill the felt pads with light oil and a little graphite grease on the worms and worm wheels will help the running in of the gears.

Replacing the worms on the Triang Mark VII (six wheeled) bogies - Fig.6.

Step 1. As for the 4 wheel bogie, but after removing the pivot bracket, replace the bolt through the magnet and pole pieces.

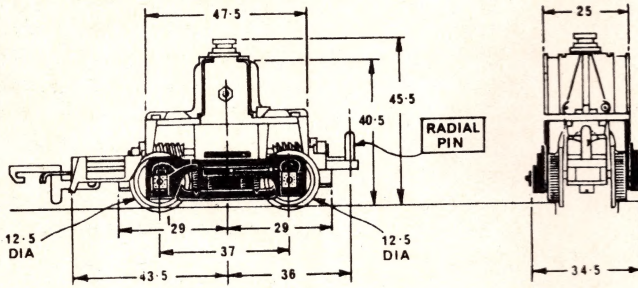
Step 2. Remove the four screws from under the bogie, and then remove the wheels and magnets. Don't forget the keeper for the magnets.

Step 3. Push down on the magnet armature assembly and it will slide through the bogie bringing the armature with it. Note how the Delrin bearings are fitted.

Step 4. Remove and replace the worms. Don't forget to measure the length of the shaft protruding through the worm.

Step 5. Replace the armature, and trial fit to check the end play. Adjust the worms until there is only just some end play, and the armature is central in the pole pieces.

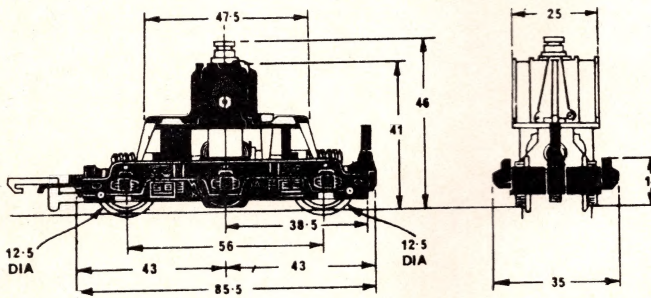
Note.—Fitted with MAGNADHESION



Poles : 3
 Shaft diameter : $\frac{3}{32}$ in.
 Armature diameter : $\frac{1}{4}$ in.
 Current consumption : 0.4 amps (average load)
 Drive : Two-start worms
 Reduction : 13 to 1
 Magnet : Alcomax III
 Bearings : Delrin
 Armature speed : 18,000 r.p.m. (no load)

MOTOR BOGIE MARK III

Note.—Fitted with MAGNADHESION



MOTOR BOGIE MARK VII

All data as for motor bogie Mark III except phosphor bronze bearings.

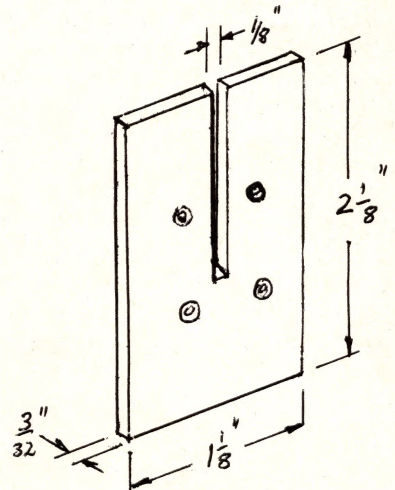
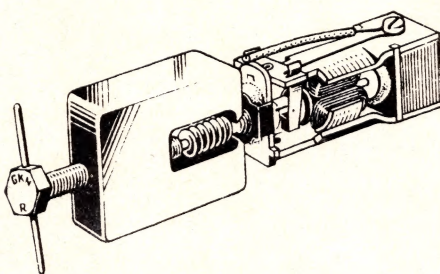
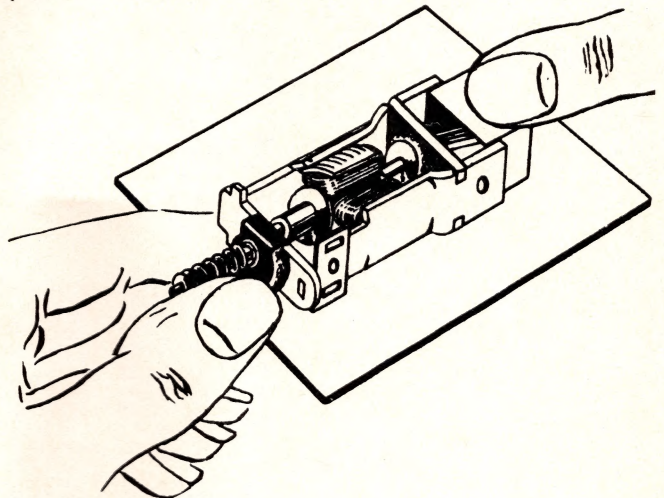


Fig 7. Plate.



Removing the Worm Gear from the Motor with a Worm Extractor.



Removing Magnet on to a ferrous metal "Keeper"

Step 6. Reassemble the motor reversing the order, step 3,2,1. Put a drop of oil on the axles, and a spot of grease on the worms.

If you have access to a screw cutting lathe, it is no problem to manufacture your own worms. 20 T.P.I., square thread, $\frac{1}{2}$ " diameter x $\frac{3}{8}$ " long. Drill through with a $\frac{5}{64}$ " drill, then the number 42 drill, and lastly with a $\frac{3}{32}$ " drill to a depth of $\frac{5}{16}$ ". I thread enough brass rod to make 6 worms at a time. Should your worms be too loose on the shaft, or if you put the $\frac{3}{32}$ " drill right through-don't panic. Just flux the end of the worm, and run a little solder into the hole. This will give sufficient interference to hold the worm firmly on the shaft.

Should you have access to a lathe that will not cut screw threads, you can still make acceptable worms from $\frac{1}{4}$ " whitworth brass screws. Using an old worm as a guide, grind a hacksaw blade to the width of the square thread. Then this blade can be used to reshape the whitworth thread. Surprisingly enough this worm works well. I have been using a couple for two years.

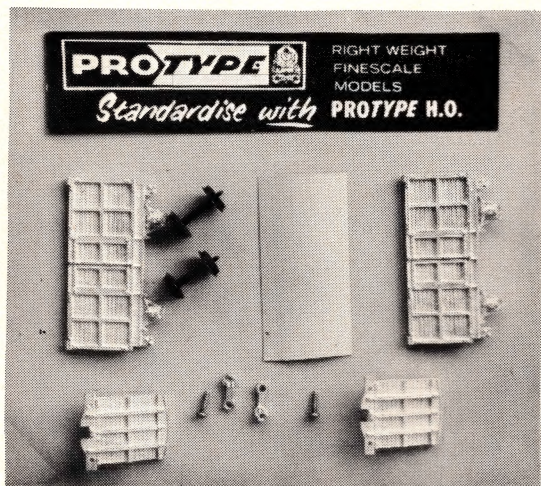
So there you are - there is nothing to it. I have found that it takes longer to write out the method than it does to convert a motor. I have also found that Kitmaster motor bogie can be modified in the same way, as it also has a $\frac{3}{32}$ " shaft and $\frac{1}{4}$ " worms.

BUYER'S GUIDE

Review of Prototype 4-Wheel Wagons

PV - Powder Van, CV - Covered Van and
CW - Cattle Wagon.

spoked plastic wheels and the CW was supplied with a length of copper plated steel wire.



CV kit components.

The kits suggested were packed in plastic bags and contained 2 ends, 2 sides, roof, 2 dummy knuckle couplers, 2 screws for attaching same. The CV and CW were supplied with $10\frac{1}{2}$ mm dia.

On opening the packets one found a "Spotters Guide", a duplicated green sheet giving additional instructions for fitting wheels and a duplicated white instruction sheet. In the case of the CW and PV it was an instruction sheet for assembling a Malric/Prototype U louvre van and in the case of the PV it was a general assembly instruction for PV, CV, CW, SRC and BCW.

The kits were generally free of flash and needed very little preliminary cleaning up. A little straightening was needed to make the ends fit the sides nicely. A 20 gauge metal floor was made rather than use card or styrene. The kits were assembled as per instructions with rubber bands and after checking squareness and fit, glued with Aron Alpha. The third kit constructed (the CV) was not checked properly and now I have a wagon which runs on three wheels. The CW needed to have washers

fitted to the insides of the W guards, whilst the CV needed drilling out a little to make the wheels fit nicely. The PV was drilled to accommodate Jackson wheels. A 1/8" washer was used to pack the couplers to the correct height, Kaydee MK05 & 10 being fitted to one end, the dummy couplings supplied being fitted to the other.

The three kits were made up and running in one afternoon - the advantage of Aron Alpha glue.

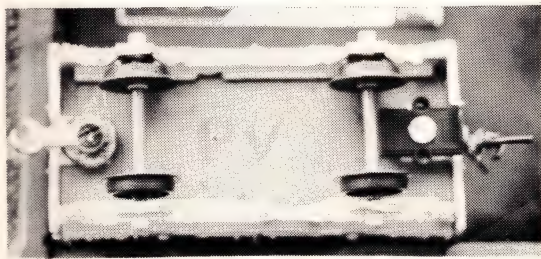
The PV runs nicely on my best track the CV and CW however are definately of the rock and roll variety. Checking the wheels with a dial gauge showed that there is a maximum total of .008" eccentricity on the axle and .005" out of square to the axle centre-line. This may not sound much but is easily seen when spinning the wheels

Table of Dimensions.

wheel length over width across centre of
base buffer beams buffer beams roof to rail

	mm	mm	mm	mm
CW	36.2	65.9 & 66.0	30.3 & 30.5	42.0 & 41.5
PV	35.8	64.8	30.3 & 30.4	42.6
CV	36.5	66.3 & 65.5	31	41.9

and causes a definite rock and roll motion.

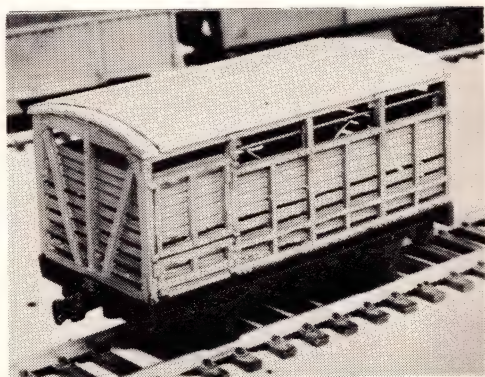


In both the PV and CV the axles are not parallel as can be seen in the photos.

Summing up - A good kit for the dabbler priced at \$3.95 each. For the rivet counter dimension wise I cannot comment as I do not have NSW plans, but the finish is excellent and the only extras needed are plans, buffers (available @ 90¢ per 5) and underfloor detail. Some idea of numbering would be helpful to non-NSW residents.

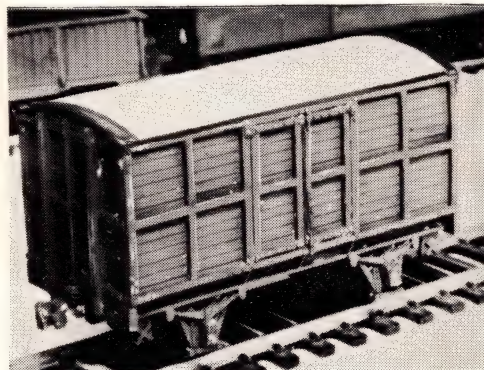
For the rivet counters the dimensions of the kits are as shown in the table.

REX LITTLE.



CW - Cattle Wagon.

Finished
Models.



CV - Covered Van.

--*-*-*-*-*-*-*-*

FOR SALE.

HOn3 Equipment. Prices and details on request. HO "United" Climax - professionally painted - little used. \$60.00 o.n.o.

Rev. A.R. Ebbs, P.O. Box 1, Dickson, A.C.T. 2602.

Some Elements of Scratch-Building

Continued from page 71.

by SPRINGAROO.

Here it's convenient to mention an alternative that could do a lot to encourage the would-be scratch-builder. Why not build on a commercial mechanism which has wheels, frames, cylinders, coupling and connecting rods and motor all done for you - and all designed, what's more, to accept "toy" curves and stand the rough usage inevitable with children. Some mechanism connect the coupled wheels with gearing, the coupling rods being just for show. This overcomes probably the most critical of all mechanism snags - the fact that without extreme accuracy in workmanship, the rods will "bind", a defect that can be overcome only by making the crank pins a sloppy fit in oversized holes in the coupling rods. (Warning; the slightest binding will overload and overheat the motor). Gearing also facilitates side-play in the axles, enabling all wheels to be flanged (as in my two Marklin engines). Moreover, a mechanism from a commercial product of proved popularity can usually be replaced or repaired with standard parts if damaged or worn. These standard mechanism, however, will suit only a limited number of types. It would be worth while to go to the local hobby shop and take the "vital statistics" of everything available. One usually throws the commercial "body" away - trying to adapt it is rarely satisfactory - though sometimes bits such as the smokebox front can be cut off and worked in.

If nothing suits, then "back to the drawing board".

I need hardly name the cheapest, most easily obtainable and repairable motor on the market. Let me just say that it is also very good and quite powerful enough for anybody except the man who wants to run single-headed 60

car freight trains up a scale model, say, of the Queensland Railway's route up the Great Dividing Range to Toowoomba. (What a scenic layout that would make, especially if it included the lovely old bridge spanning Lockyer Creek! See Journal No. 71 Nov./Dec. 1967, for photo).

Now turn to our side view diagram. So far it only shows positions of cylinders and axle-centres of all wheels. Add a horizontal line showing total permitted height of engine, according to prototype and scale. Then draw a line showing where the top of boiler and firebox should come according to prototype or your free-lance ideas. (Note: some boilers are coned and some fireboxes, especially of the square-topped Belpaire type, are a little higher and wider than the boilers). Show the thickness of the metal you're going to use, for the inside dimensions are the important ones when fitting in the motor. Now start a cross-section or back end view diagram showing the inside height and width of boiler and firebox. Then measure across your motor's top and also its widest part (usually over the brushes). Obviously all this must fit inside and the brushes must fit without risk of touching anything, or you'll get short-circuits.

You will now know how high up you can fit the motor and also whether your boiler's inside diameter will accommodate the motor's widest part. In Sn3½ you should have no difficulties. In 4 or 3mm scale there may be only one motor-position, or a very limited choice, in which the widest part will fit. If it won't, you'll either have to change to a more suitable prototype or alter the diameter and/or centre height of the boiler. This can some-

times be done without noticeably spoiling scale appearance.

The next stage will probably involve switching your attention from one diagram to the other and back again once or twice before you'll have the motor's position settled. Put the motor itself on the side view diagram to find out which of the coupled axles it will have to drive. If the design includes a trailing truck, this will probably be the rear coupled axle. If not, it will be the next one or even the next again (especially if fitting a long motor including a heavy fly-wheel, such as the Romford seven-pole one.)

A word now about gears. The standard these days is the worm-and-pinion, with two ratios: 30 to one and 40 to one. The former is quiet, but gives rather high speeds for realism, especially with large wheels. The latter is not so quiet, but gives more realism and also, of course, more power. (Warning: Triang pinions are bored too big to fit Romford's 1/8 in. axles). So for simplicity get Romford gears. Their worms will fit the Triang motor shaft.

Having got your gear, put its pinion on the side view diagram and pin it in position over the marked centre for your chosen driving axle. Keeping the motor's worm engaging with it, move the rear end of the motor up or down to find the best position for it - top clear of firebox underside, widest part clear of inside of boiler or firebox. You will pretty certainly find that the motor is well cocked up at the back. It should be in any case. A look at your diagrams should show you why. To fit the motor at all, some of the main frames will have to be cut away. Put the motor too low and you'll have to cut too much and the frames will be unduly weakened. I hope to deal with the actual fitting to the actual frames in a future article, along with notes on the rest of the building. This one

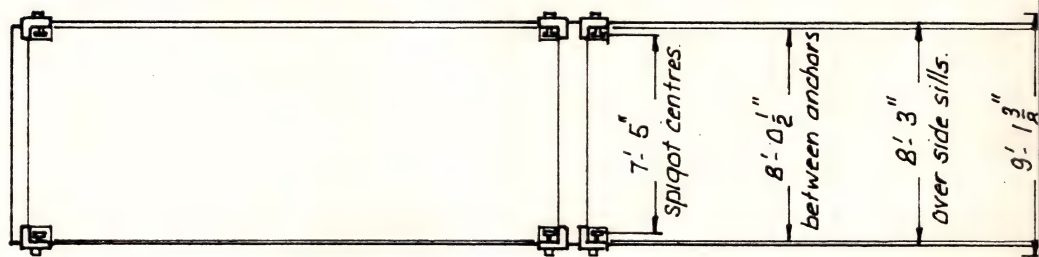
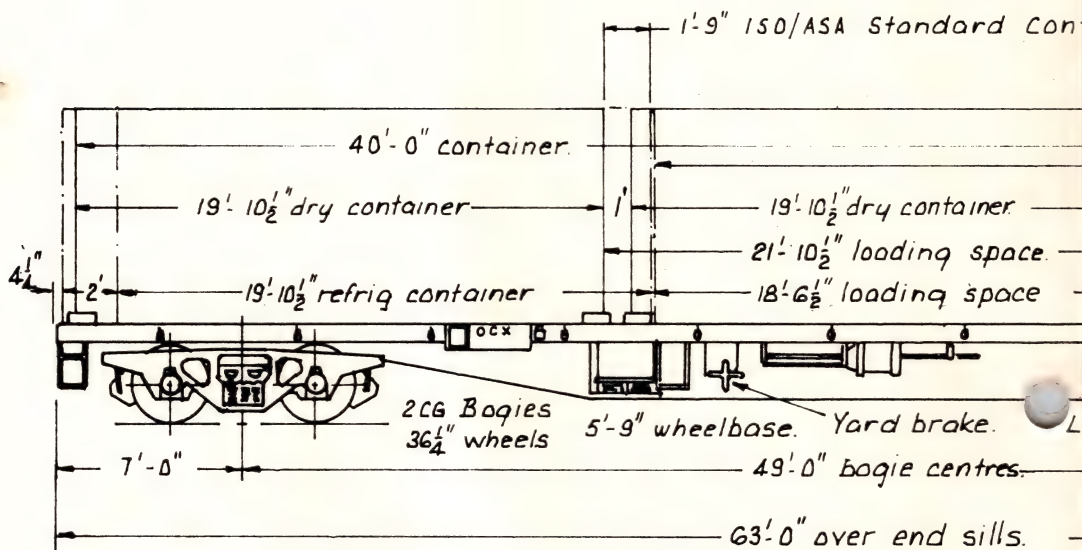
already rather long, must be confined to the designing.

We can now complete this - and here the freelancer can really begin to enjoy himself. If my own experience is any guide, there are happy days or even weeks of sketching ahead. My CAT Pacific is the product of over half a dozen freehand drawings, varying such details as shapes and positions of chimney, domes, cab, side footboards, and valances, etc. (You've no idea, until you try it, what a difference this can make to the engine's looks. The chimney alone has a tremendous effect on her "personality").

DO NOT fiddle about with the basic diagrams themselves. My method is to take off the basic measurements from them on tracing paper and then fill in, on the tracing, every detail as nearly as possible as it should look on the completed engine. If you mess about with the basic diagrams you'll obscure the vital positions and measurements of axle-centres, wheelbases, shape of frames, etc. Moreover, cover them up with faithful pictures of connecting and coupling rods, valve gears and so on - and before you're through, the paper will be through also in several places, due to your repeated erasings.

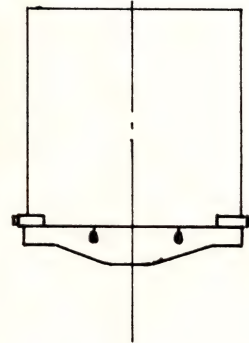
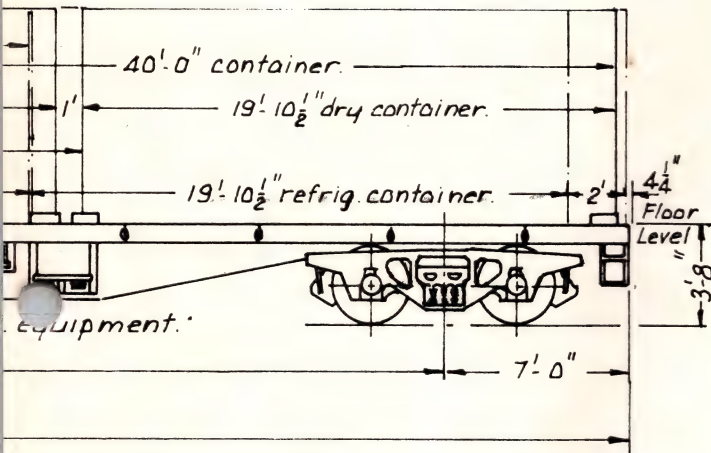
The freelance has his choice of almost innumerable types of chimneys, domes, cabs, cab windows, cowcatchers, smokebox doors (central locking levers or lever and wheel, or American style circle of "dogs"), type and position of headlight (top of smokebox or centre of door), plain or deep-valances footboards, as in NSWR 38 class, sandbox or boxes on top of boiler, or on, or under footboards, etc. etc. in almost infinite possibilities of combination.

Lastly, do you want streamlining? (I can't help hoping you don't: I share the traditional engineman's opinion of it, as revealed by his nickname for it THE TIN).



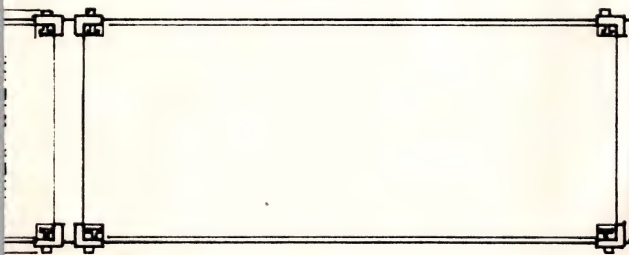
N.S.W.G.R 63'-0" BOGIE FL

iners.



Container Capacity :

- 1 dry x 40' 1 dry x 20'
- 3 dry x 20'
- 2 dry x 20' + loading area
- 2 refriq. x 20' + 2 power units
+ loading area.



WAGON CODE :- OCX

Feet

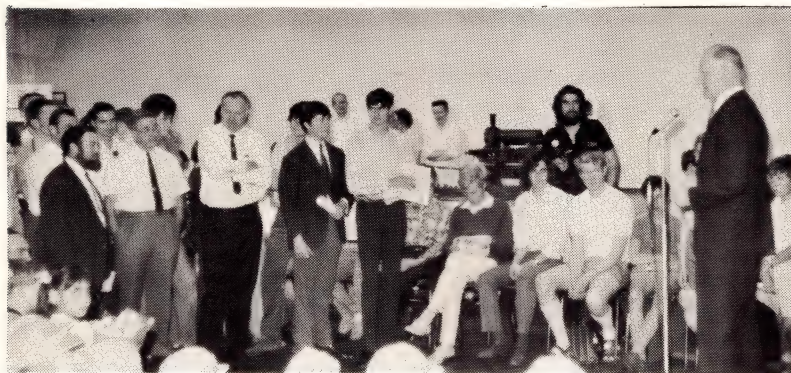
N.S.W. BRANCH MODEL RAILWAY EXHIBITION

Photos by J. McNABB.

by BOB GALLAGHER.

For some intending exhibitors the 1971 Exhibition was a disappointing one, for due to an excess number and size of exhibitors in relation to space available, several were omitted from the 29 exhibitors. However this did give the organising committee a selection of layouts.

along with their usual range of publications. The N.S.W. division of the Australian Railway Historical Society introduced "Full Throttle" a recording of NSW steam locomotives to highlight a display of publications and photographs. Rail Recording & Film Services introduced two new 7" recordings "Hawkmont" and "Fassifern" and also a re-release of "Main West", while entertaining customers by 8mm and 16mm films on Steam Railway.

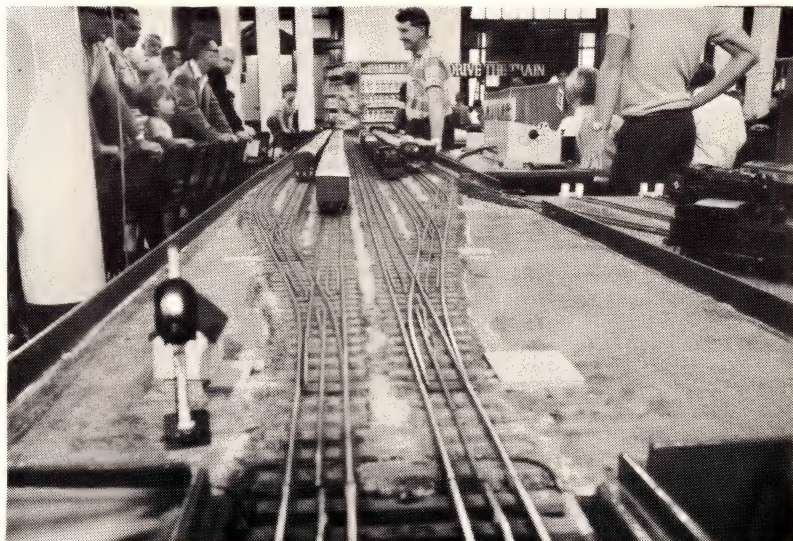


On Saturday 2nd October the N.S.W. Railway Commissioner, Mr. N. McCusker, who was performing the opening ceremony, was introduced to the crowd, boosted by over 100 children from the Far West Home, as the man with the largest layout in Australia.

Formalities aside the show was soon rolling with a fine large display of TT by Len Marsden, which seems to grow and grow. The Toy and Hobby ranges were covered by Fantastic Hobby Shop, J. Searle & Sons and Playland Sports & Toys Pty. Ltd. The N.S.W. Rail Transport Museum displayed their forthcoming 1972 calendar

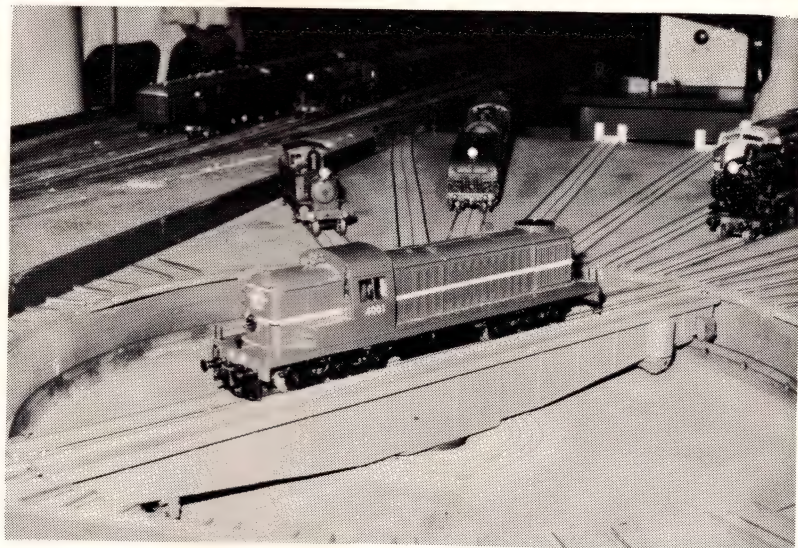
Keith Robinson showed a fine display of Maerlin OO scale trains, while H. Gibson entertained many by his near completed layout of OO scale dual main track. The Sydney Model Railway

Society showed a selection of HO and O scale models on scened sections of track, while the King Scale (O gauge) was well represented by N. Read and



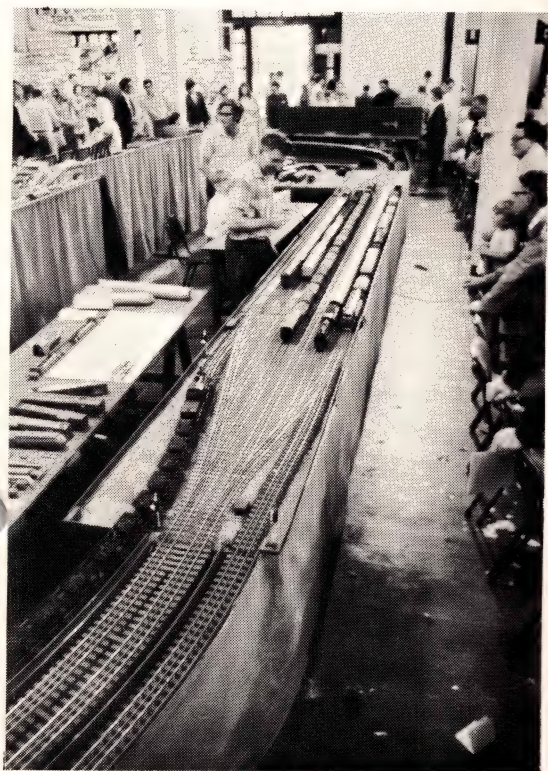
C. Shepherd with a large number of NSW Rail trains. Sydney Western Railroad Clubs had a U.S. styled HO scale layout while also displaying their tele-train, an adaption of radio control in model trains.

The traction modelers were represented by Richard Youl's 1/4" to 1" tram display, while the Australian Electric Traction Association featured a HO rapid-transit layout and introduced their latest publication on Sydney trams titled "Enfield Lines".



The Driver's View.

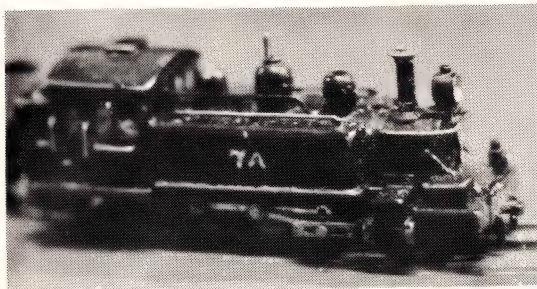
Traction Publications were well represented with all publications available featuring their latest tramway book on Tasmanian Trams "Destination G.P.O."



Storage Yards.

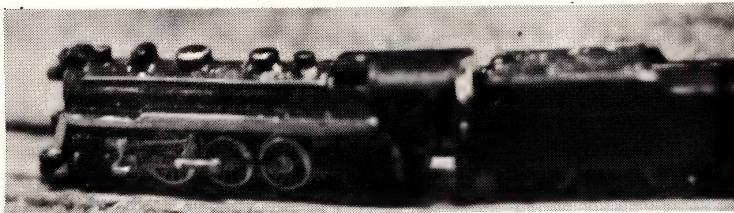
The Southern Cross Model Railway Association featured a TT scale coffee table layout and the HO scale Rocklea, Oatley & Albany layout featured recently in the Australasian Model Railroad Magazine which incidently was found to have present and past copies of their model magazines. The N.S.W. Schools Railway Clubs Association also displayed their many publications. Prospect Model Railway Club exhibited a large American styled layout.

N.S.W. Branch of AMRA displayed, along with their new information stand, a collection of models from the monthly modelling clinic and a very informative display on scenery manufacture by John Dunn. B. Gallagher and A. Brown displayed their hurriedly built HO n2½ scale narrow gauge layouts on behalf of the branch. The Sydney Society of Model Engineers Ltd. displayed a wide range of their many models and A. Sherwood displayed "models minute" with a

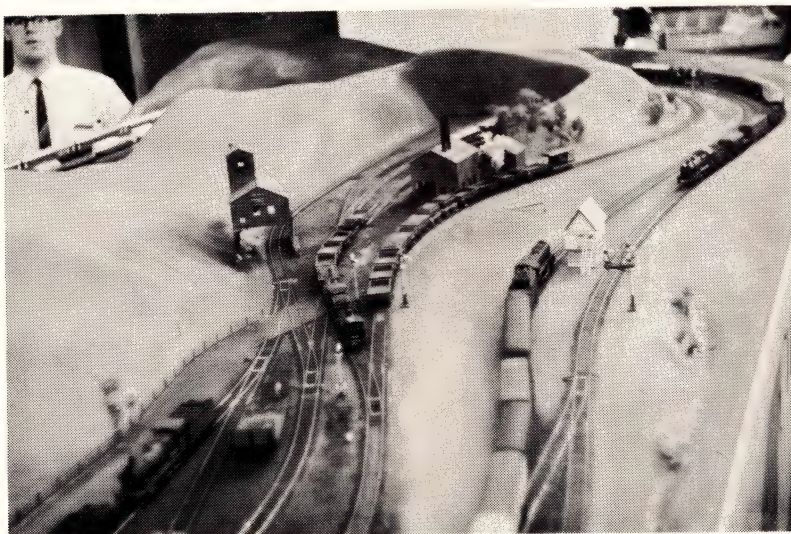


20' to 1" Puffing Billy 2-6-2 loco.
modelled by Arthur Sherwood.

working display of 20' to 1" and 40' to 1" models. Just for interest the 40' to 1" has a gauge of 1/8" or 3mm.



40' to 1" British 4-6-2 loco modelled
by Arthur Sherwood. (Twice full size).



NSW Railway Modellers exhibit.

On the Australian Prototype scene, Sutherland Shire Model Railway Society made a welcome re-appearance with their model of Sutherland Station featuring NSW trains, while the NSW Railway Modellers introduced their new layout of double main track with an independent branch feeding a coal loading area. This layout also featured N.S.W. steam prototype including some which have realistic sound coming from the locomotive. Berg's Hobbies introduced the production model of a Belpair C36 while showing a pilot model of a C30 and N.S.W.R. passenger car bogies. They also announced their intention of producing a 48 class diesel. Prototype Model Products displayed a large range

of their products featuring the C36 which will be ready in a few weeks and a model of their proposed C30 loco. A selection of working locos and wagons could also be seen on their working display.

Wide interest was caused by the United Central Railroad Club which featured a N scale single main track layout, but included trains up to 107 wagons long. The trains were limited to 107 due to lack of extra rolling stock. John & Gregg Minford displayed their United Railroad, which showed how N scale can be used to display an overall all model railway in a small space.

The Exhibition appeared to be quite successful with quite a few new members signing on the dotted line which of course is one of the reasons for the AMRA Exhibition.

Club Register

Clubs that can be visited at all meetings - but whose secretary must be contacted first, so venue of meeting can be advised.

N.S.W.

Australian Electric Traction
Association.
Canberra Model Railway Club.
Newcastle Society of Railway
Modellers.
Oxley Model Railway Club.
Zig-Zag Model Railway Club.

VIC.

Flinders Model Railway Society.

All other clubs have indicated that visitors are welcome at their meetings if an invitation is requested from the secretary of that club.

An addition to the Club Register:
Cairns Area Railway Modellers Society,
Hon. Sec., Mrs. A. Jeffrey,
Hibiscus Lane,
Hollaways Beach,
via Cairns. 4870.

Change of Secretary:
Oxley Model Railway Club,
Hon. Sec. Dr. P.J. Cairns,
47 White Street,
Tamworth. 2340.



FOR READER'S LETTERS

Outer Siberia.
October, 1971.

Things aren't too bad up here in Outer Siberia, though, and I came across a group of polar bears anxious to form a model railway club.

The Editor,
AMRA Journal.

Dear Sir,

Well now that I seem to have escaped all those rampaging AMRA members who are after my blood, maybe I ought to write a few words of explanation.

Past experience has shown me that if one wants to give the pot a good hefty, old fashioned stir, it is necessary to write in hard, definite terminology, even though risking the wrath of an AMRA run amuk. Clam, circumspect letters breathing the sweet air of forbearance and tolerance simply pass by unnoticed.

"Well," I said to the bears, "How about forming a Siberian Sub-Branch of AMRA? They publish standards and recommend that everyone stick to them."

"Yeah," said one of them, "I've heard about that mob, they are doing a pretty good job of communication in old Aussie, without them the modellers would fall into separate little groups completely unknown to each other."

"I don't know so much about that," grunted another, "If they publish standards and recommend that everyone stick to them, how come they are building coarse scale layouts that they

think are universal. They're as bad as that bunch of penguins down the road."

"Eh!" I said, "What's this about penguins?"

"You know," he went on, "That bunch down the road who always wear that funny in-gear, they think that it's possible to run all types of wheels on one track and they don't seem capable of agreeing to a common standard. Anyway, I'm O gauge and AMRA seems to care more about blokes who want to play with their plastic toys than blokes like me."

"Hang on," I said, "Get your fur out of my tea and I'll tell you some more about AMRA."

"Oh, sorry."

"AMRA aims to cater for everyone, N gauge, OO, HO, O gauge, coarse scale, fine scale, the lot."

"Oh, don't be silly," he said, "how can they, they'd need more layouts than the Town Hall Exhibition and where are they going to put them and who's going to build them? They're flaming mad."

"Well, I dunno," I mumbled, "or least they try."

"Then why aren't the members of all those little groups all over the country rushing to join AMRA, and how come..."

"Arr, hold on," I said, "fair go, you're just an old grizzly. The Association is run by volunteers, you know, people whose hobby becomes not model trains, but organising AMRA and they don't get much appreciation."

"Well may be if they orientated their activities to attract more of the good solid types, they might get more volunteers for the work." he grunted.

"And how are they going to do that?"

"How would I know? Anyway, if we don't form an independent group, I'm going to join the penguins."

"All right, all right, keep your fur on."

Well our little group has got off to a good start, but unfortunately we're having trouble with one guy. He seems determined to run his one inch to the foot coarse scale steam roller on our fine scale HO layout.

"What do I care," he growled, "If some don't like it, hard luck to them."

JACK PARKER.

Dear Sir,

In the last issue of Journal the Federal President mentioned that one State Branch of AMRA has entered into talks with the corresponding division of another Association with a view to amalgamation.

The branch concerned is the Queensland branch and the other Association is the Sunshine division of S.C.M.R.A.

These talks were initiated after realising that in Australia and in Queensland in particular, we have Associations working toward the same goal.

In Queensland we have two small groups (about 25 members in each) and the duplication of effort is more noticeable. If all the time and effort was put into the running of one Association we would be able to increase our service to members, particularly those who live in the country.

Members of both societies in Queensland are unanimous in their endorsement of these amalgamation proposals and both societies have requested their respective Federal bodies to take steps toward amalgamation.

The two State Branches are jointly exhibiting at the Brisbane model railway week in November and in the new year when AMRA Queensland Branch obtain their new clubrooms we will hold joint meetings.

In return for sharing our clubrooms S.C.M.R.A. Sunshine division has reciprocated by supplying copies of the Australasian Model Railway Magazine for distribution to AMRA members in Queensland, who are not members of S.C.M.R.A. or subscribers to this magazine. This is their contribution to our joint Queensland group.

We have put forward a suggested form for the amalgamated body to take. This is to enable discussion to commence on these points. It is up to the Federal bodies with the approval of the members to determine the final form that this body should take.

Both Associations have as clauses in their constitutions their aim to work in conjunction with, or combine with, other bodies to promote their aims. Surely then an amalgamation is in line with our stated constitutional aims.

Overhead costs must be proportionally less in a large body and this would enable us to give members more benefits for the same subscription fees.

There is a significant number of modellers who are members of both Associations. This indicates that both bodies have something to offer the modeller and the best way to give modellers all these benefits is in one united body.

The 3000 (approx.) readers of the AMRM would constitute a source of potential members. Many of these modellers would be willing to join an Association, but are confused by the existence of two similar bodies. Amalgamation would eliminate the need for this decision and all could join the only Association in this country.

The N.M.R.A. in the U.S.A. is a good case for us to keep in mind. Would manufacturers have adopted standards without the urging of this united body?

We should follow their example and amalgamate to form one united body whereby all modellers could come together in the fellowship of our hobby.

These are only some of the reasons why an amalgamation is desirable. I do not have space to list them all, but it is apparent that the benefits would far outweigh any argument that could be raised against it.

We would like all members to note we propose an amalgamation, that is the joining together of the two societies into one Association that combines the benefits of both.

ARTHUR ROBINSON.
Sec. Q'ld. Branch,
A.M.R.A.

Up to the 10th October 1971, the Federal Secretary has not received any letter on amalgamation. - Ed.

Dear Sir,

I am at present trying to interest Tasmanians in joining the AMRA and forming an active branch. In this I have received a great deal of help from the Federal Vice-President Keith Wilcox and my own state representative John Dunn. Many thanks to both of you.

I would like to ask all AMRA members who have modelling friends in Tasmania to write or otherwise contact them and give them the "good oil" on joining the AMRA or give me their name and address so I can contact them about joining.

STEPHEN PRICE.
6 Baker Street,
Lenah Valley,
Hobart, 7008.
Phone 28-2114.

Dear Sir,

Referring to the Exhibition Roster for the Sydney Exhibition, much as I would like to assist I am afraid I cannot, for being self-employed I never know when I will be at home. I would also like to be an exhibitor, but I am lead to understand that AMRA are choosy on this matter. In my opinion far too much space is taken up by a huge O gauge layout to the detriment of others.

The Town Hall literally stinks, the lack of air conditioning makes the place smell like the legendary country little house. As for the catering, the less said the better. If a cup of tea and a biscuit is your idea of lunch, it aint mine, and I do not believe it is the exhibitors' either. I notice that AMRA officials have a prepared lunch, but members, commercial and other exhibitors are not invited. Do you honestly imagine we all like to dash down town to get something to eat?

At the Woollongong Exhibition full meals were available to both the public and the exhibitors, while members received free tea and a meal. If a small exhibition like Woollongong can do it, so can YOU.

Now what do I care about getting you out of the Red? I don't. We all have our own clubs to assist and we are NOT in the red. Perhaps it might be an idea if some of you officials visited other clubs to see how they manage.

One or two other items also bug me, the wearing of white coats which make you look like racecourse attendants or ice cream vendors - you must be nuts! The habit of jawing to each other and treating the public like paying idiots does not go down too well either.

On another subject, I'm not too wrapped in your Mr. Rex Little either. It took several months for him to publish an article on our club, while as

for other articles submitted at the same time - NIL. Yet you still ask for contributions. I have prepared articles on other clubs that I have visited, but it appears to be a waste of time to submit them.

Why isn't the magazine on sale at newsagents? I have visited dozens of country town and hundreds of modellers who have not even heard of the Journal or the AMRA. They don't all live in Sydney or Melbourne you know. It is time our Journal was on sale to the public. Although it is basically model railway news, fill it up with news and stories of Railways - 12 inches to the foot. After all, other commercially minded gentlemen are obtaining handsome dividends from railway publications. We are also in this field to make a dollar, so why be the mugs? They do not have a copyright on all their articles. Most are free to all for the asking.

Get down to earth again, we all started with clockwork models and proprietary lines.

PETER ROGERS

Dear Sir,

I would like to express my appreciation for the series of articles on prototype stations of N.S.W. by Alan Templeman.

These articles must be of great assistance not only to those planning their layouts, but also to those who wish to modify or alter their existing layouts. With articles such as these even the old hands can see how they could well improve facilities on various sections so that they can have something that is really Australian.

May we be fortunate enough to have many more and congratulations to Alan Templeman.

CEDRIC ROLFE.

Dear Sir,

On some ways it is pleasing to see a member holding the N.S.W. Branch to task for a decision made 4 to 5 years ago, while it is equally pleasing to see Vic. Branch publicly appealing to all operators of model trains to attend their meetings.

I have also noticed Vic. Branch has stated in the Journal that some of AMRA main aims and objects are, quote "Item 3. To make standards a practical possibility by enlisting the co-operation of modellers, manufacturers, suppliers and publishers who may be interested in the furtherance of railway modelling in Australia. Item 5. To organise the unity of present day modellers and to encourage the new generation of modellers to adopt standard dimensions".

It is through these two aims and objects of AMRA that I believe Mr. Payk is in error. I believe he is a AMRA member of some years and is in a responsible position with Prospect Model Railway Club, which is one of N.S.W. leading clubs and because of his position many beginners and juniors look up to him. This is where Mr. Payk and many other members of N.S.W. Branch fail to keep the aims of AMRA to the forefront. There are far too many modellers keeping the knowledge they have gained from others to themselves because they are making a buck from the hobby. "I would be giving away professional secrets if I told you" is

becoming the favourite answer to requests for information.

In closing I suggest that if Mr. Payk still does not want to standardise his models that he do one of the following:

1. Make application to the N.S.W. Branch committee to convert the exhibition track to course scale and N scale, TT scale, HO $n2\frac{1}{2}$, HO $n3$, OO 3 rail, OO stud contact, O scale 2 rail, O scale 3 rail. If he also supplies his labour to assist with the work I am sure most members of the Association will be happy to turn up once a year to run on the mixed gauge layout. But I am sure someone will complain for one reason or another.
2. Come to the clubrooms and assist the scale modeller and the O gaugers build the AMRA N.S.W. branch layout. Please note the exhibition layout is not the club layout, but an exhibition layout.
3. Attend the modelling clinic and either help or join in our attempt to encourage the dabblers to become an accomplished standardised modeller.

And a final word to the so called expert. If you keep all the information you have received from others you will soon kill this wonderful hobby of ours. So how about a little assistance for AMRA? If you can help a beginner half as well as you make a model our Association can only go from strength to strength.

BOB GALLAGHER.

What to buy . . . for Christmas

by ERN RADDATZ.

Christmas is a comin' and the goose is getting fat. Now is the time to plan what you want for Christmas - and to let your better half know. If any of the following suggestions are what you require leave this page open where it will be seen, suitably marked at the appropriate spot or course.

BOOKS.

500, 600, 700, PROCEED TO PETERBOROUGH, RAILS TO THE BURRA, and THE MILE END LOCOMOTIVE AND RAILWAY MUSEUM are books produced by the S.A. Division of the ARHS and are of excellent standard giving good value for the \$2.00 cost.

with excellent photos and plentiful detail about the locos on the SAR.

TENDER INTO TANK. Hard-cover book for approximately \$6.00 and produced by the ARHS (NSW Div.). It details the history of loco conversions on the N.S.W.R. and features plenty of clear photos plus dimension diagrams. A must if you are building the Prototype Class 19 kit.

ALL STATIONS WEST, by G.H.Fearnside. A hard-cover book of the history of the Sydney to Perth line from dream to reality. Very interesting reading.

ALONG THE LINE IN S.A. No. 2. Larger than Volume 1 and the majority of the photos are reasonably well detailed. Several of the photos are rather poor. Price \$1.00.

THE GARRATT LOCOMOTIVE and THE FAIRLIE LOCOMOTIVE. Hard-cover books at about \$7.50 each. Give detailed accounts of the respective types with plenty of info. and photos.

LOCO PROFILES. A series of soft-cover English books at \$1.50 each. Give detailed accounts of the famous locos of the world. New York Central Hudsons, Great Western Castles, Camleback Locos, The Mallets, LNER A3's are some of the titles. They are worth a good look.

SOUTH AUSTRALIAN RAILWAYS. Photos and brief details of SAR locos, coaches and wagons. Bookshop on Adelaide Station concourse has this and other coloured books of the QGR and WAGR and all may be obtained at other booksellers.

RECORDS.

The ARHS (Q'ld.Div) has released a 12" LP titled STEAM IN THE SUNSHINE STATE. Narrow gauge loco records are blessed with long sequences and rapid loco exhaust, and this is no exception. By far the best track is of a C.17 (4-8-0) with a 220 ton load struggling upgrade through 5 chain reverse curves with dew on the rails. The slips and stalls make very interesting listening.

BROAD GAUGE BEAT, by the ARHS (SA Div) has nearly sold out of the second pressing. NARROW GAUGE IN SA has nearly sold out and won't be repeated. SAYONARA MIKADO, featuring SAR 700 class engines is also worth getting.

STEAM ON THE 5'3" and SOUVENIRS IN STEAM are 12" LPs of the VR, while NIGHT SHIFT is of the NSW (featuring a three-cylinder 57 class) are very much worth having in your record library. For bird fanciers (the feathered sort) listen to the Bell Birds on Souvenirs in Steam.

WESTWARD HO is a 10" LP of the NSW and features four tracks of the double headed Garratts.

Jim Powe of Rail Recordings and Film Services has released a series of records and films which are available through the ARHS. They include the SAR 500 record and film (black and white), plus several NSW including double Garretts on Tumulla Bank, Garretts West with double AD60's, and records of the 32, 36 and 38 classes.

FILMS.

Colour slide sets are available through the ARHS on the NSW 57 and 38 classes, VR R Class and Narrow-gauge in SA at various prices.

MODELS.

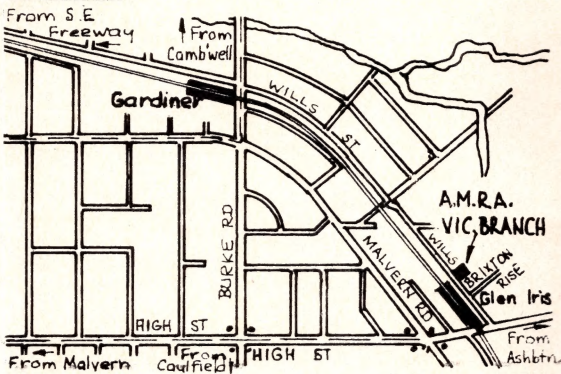
As well as their many kits of goods and passenger rolling stock, Prototype have released a cast metal model of the NSW 19 Class 0-6-0 with six wheel tender. Features ready to assemble kit with five pole K's motor and flywheel. Next year they propose a D53 2-8-0, similar to the brass D50 but with higher running boards and a Class C36 4-6-0 both in cast metal kits.

NORTHWESTERN MODELS still have their wood kits of SAR reefers and open wagons on sale in distinctive green boxes.

With acknowledgements to S.A.M.R.A. Magazine "Buffer Stop."

Branch Reports

VICTORIA.



We have moved and are now in our, we hope, permanent club rooms at 92 Wills Street, Glen Iris. Workers are required to clean up and maintain the place. Make sure your name is on Howard Armstrong's Working Bee Roster. Only with YOUR help can the work be done. There is a working bee every weekend.

We also need to pay for the place and require cash for gas and electricity bills, rates and so forth. As well as our other money raising activities we are collecting bottles, clean newspapers, and aluminium cans. So bring along your bottles, cans and papers (the Secretary will take care of disposing of the contents of full bottles) to the Branch meetings and working bees. Thank you.

Bill Morehouse and Eric Doherty still have Triang loco and wagon bodies, scale drawings, tie bars and cuff links on sale at WILLSLANDS each Branch meeting night. Come along and make your purchases and help increase your Branch funds. Bill will welcome your suggestions for items to sell.

With the extra space available we will need a bigger library, but books and magazines cost money and we are short of that at the moment. So if you have any surplus books and/or magazines on railways, model railways or

model engineering that you no longer require how about donating them to the Branch library for other members to use. With the understanding, of course, that any duplicated books or magazines could be sold through WILLSLANDS to assist Branch funds and help pay off the hall.

The venue for the March 1972 Branch meeting will not be in our clubrooms, but instead, will be held in the Camberwell Civic Centre. Come along and help set up the Exhibition even if you do not intend offering your services to staff the exhibition during its showing. The Exhibition Organiser is calling for volunteers to staff the Exhibition. Make every effort to have your name placed on the list.

Would any persons having suggestions or ideas on how "City Slickers" and "Country Bumpkins" can get together for meetings, running nights, social events and so forth please contact one of the Committee. Also will any member with ideas and suggestions on Branch activities please give these to any one of the Committee in writing. Your ideas and suggestions are required to help the Committee in running the Branch the way you want it run.

FORTHCOMING EVENTS:

December 9th. Christmas Party and film on the "Western Endeavour". AS WELL AS THE TRIBUTE TO OUR TREASURER YOU MUST BRING A PLATE OF GOODIES TO GET IN. Competition is any Australian kit, past or present, as is or superdetailed, but no, repeat, no kit conversion or scratch building.

18th December: This time it is the Children's Christmas Party with the old gentleman in the red coat dishing out the presents. Bring along the kiddies and fill them with cakes and ice-cream and it will cost you only \$1.00 per child.

January 13th. Notwithstanding that we

do not normally have a meeting in January as most members are on holidays, we intend having a running night. This will be informal and there will not be any business conducted, just running trains.

February 10th. Talk by Bob Dunn on VR signals and signalling practise. Competition is for a VR somersault signal.

March 9th. CAMBERWELL CIVIC CENTRE
Will we see you there?

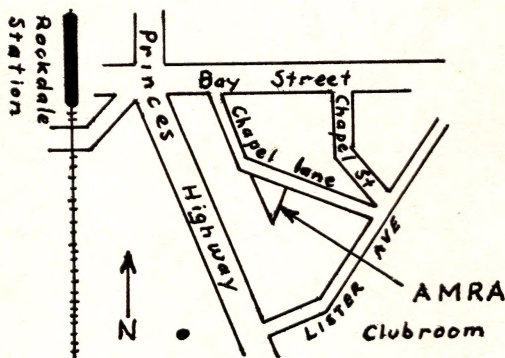
Sub-Branches.

A new Common-Interest Sub-Branch is being formed.....this time for the MAERKLIN fans. If you are interested in this see Len O'Brien at the meeting or contact him at his home out in the wilds of Jacana on 3092397. Remember this sub-branch, like all the others, can only survive with YOUR help.

Other Sub-Branches are required for English, American and Continental Prototypes, "O" gauge, Narrow gauge, Traction, Teenagers, Juniors, Historical Railway Modelling or whatever YOUR particular model railway interest happens to be.

ERN RADDATZ.

NEW SOUTH WALES.



This year has seen the start of Modelling clinic nights, which have been so successful. Many members have found new talents and the resulting model work is beginning to show the success of these evenings. It is to

be hoped that modellers with any talents might like to speak to members on the committee so that next years program might find them helping others at a modelling clinic. By a little sharing session such as this many members learn to master more of their hobby. All members must commend the people responsible for the organization of these evenings.

Members attending the clubrooms will be able to obtain details of the Annual Christmas Dinner to be held for members and their wives at Kingsgrove R.S.L. Club. Last year saw the first annual Christmas Dinner which was so successful and we hope members will again make this years function an enjoyable and successful evening.

With the Exhibition over for another year we should thank all those who did the ground work for another successful exhibition. The exhibits were of a very high standard and members were able to see many fine layouts. The O gauge layout performed up to its usual standard, but no one ran trains until they witnessed the N gauge layout. The members with HO equipment must feel as O gauge modellers did when HO was becoming popular when they see N gauge.

As this issue will be the last before Christmas, on behalf of the Committee of the N.S.W. Branch may I wish you all a Merry Christmas and a Happy Modelling New Year.

LES FORDHAM.

QUEENSLAND.

At our July meeting we welcomed a visitor, Maurice Briggs, who has subsequently joined the ranks of membership.

We also welcomed stray member Jim Fainges back to the fold. Older members will remember Jim's drawings in the Journal when it was a duplicated magazine.

During June we had a visit from the Federal Vice President and Queensland representative on the Federal Committee (what a title for one man to bear) Keith Wilcox. Keith has a hectic visit. Thursday night met Stephen Suggit, Friday night special meeting of Queensland Branch members, Saturday morning - Redbank Steam Loco Museum of the Q.G.R., visited member Bob Harding, visited Austral Modelcraft (Clive McTaggart); afternoon - visited Peninsula Model Railway Market, Redcliffe, (Cliff Rogers) another new member. On Sunday Keith left for home calling on Ian Walker of Beaudesert on the way.

We were pleased to have Keith visit us and talk with us about AMRA in general and our situation in Queensland.

Meetings will now be held on the 4th THURSDAY of the month at 8 p.m. Contact me on 42-4473 between 9 a.m. and 5 p.m. for details of meeting places.

Our August meeting was held at the residence of Stephen Suggit on Thursday night 26th August. Visitor Ken Rodgers entertained us by showing slides of railway interest taken on his recent overseas trip. Slides were also shown by Stephen Suggit of South African models made using Stephen's bogie side castings. The models were built by Captain J.A. Baxter, a friend of his.

Jim Fainges gave an informative talk on modelling buildings from photographs. The talk was much appreciated by all those present. A newly completed model of the Q.G.R.'s latest locomotive the 2100 class diesel was shown by Stephen Suggit. We were pleased to see members Bob Harding and Cec Wall from Ipswich at the meeting. Cec has just rejoined after 3 years absence.

The home of Eric Lyon was the venue for the September meeting on Thursday, 23rd. Yours truly gave a talk on bridges.

AMRA Queensland Branch and S.C.M.R.A Sunshine division are having joint exhibits at the Brisbane model railway week (22nd-27th November) and the Kenmore Festival of Arts. This last mentioned display at the Festival of Arts shows that model railways has been accepted by these people as an art form.

ARTHUR ROBINSON.

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News From Other Clubs

PROSPECT MODEL RAILWAY CLUB.

At our September meeting Warren Baker our Vice President resigned from the committee. Due to a change of his working conditions he felt that he would be unable to carry out his duties as Vice-President as fully as he would have liked. Bob Payk was made Vice-President.

Ray Lockett was elected to the Committee to replace Warren Baker. Ray will serve as a Committeeman.

A car trial is proposed for October starting from Blacktown and finishing at Glenbrook in the Blue Mountains, where the club will be the special guests of the Blue Mountains Railway Society at Wasco Siding Live Steam.

Every year this club arranges a number of social outings or functions. This gives the families and friends of the members a chance to get together and get acquainted. It also keeps the wives a little bit happier. These socials are not fund raising events and if the club breaks even we consider ourselves very fortunate, (generally the club subsidises these events, thus giving the members a little extra and showing our appreciation for their support.

We have an invitation from the Warrimoo Model Railway Club to pay them a visit. These inter-club visits can foster very good friendships and should be encouraged.

In our club we have a man who serves as our Secretary/Treasurer and it is felt that where a club has a person serving in that capacity all correspondence appertaining to the club should be addressed to one person only and that person is the Secretary of that particular club. Otherwise why go to the trouble of having a secretary? The name and address of our secretary is:

Michael Guest,
31 Birch Street,
St. Marys. N.S.W. 2760.

It is only common courtesy to address all correspondence on club matters to a club secretary where one is appointed. This rule should apply to members as well as others.

BOB PAYK.

WARRIMOO MODEL RAILWAY CLUB.

The club was pleasantly surprised by a visit by Mr. Mark Hardacre of "Prototype" who has had a long standing invitation to visit us. Running was suspended while Mr. Hardacre showed members his range of kits and accessories and the now well known Z19 class loco.

Members drooled over the kits, both made up and kit form. All unanimous that this range leaves little to be desired. Our long footage and grades gave the Z19s a chance to prove themselves and these courageous little locos did just that.

We all felt quite proud of the home product and Prototype can be congratulated on this charming addition to the model railway world. The clean lines and malleability of these white metal kits

are, in members' opinions, superior to overseas products. There is no excuse now for modellers not to have some prototypes on his layouts.

Mr. Hardacre then explained the problems and heartaches of the Australian manufacturer.

Perhaps the greatest disappointment is the persistent criticism by those who have never produced anything or are not prepared to gamble time and money. Unfortunately some of these critics are reviewers for magazines or clubs who should know better.

This view was supported by Mr. John Purcell of "Friedmont", who was also present at the meeting.

A vote of appreciation to Mr. Hardacre was expressed. There can be no doubt that quite a lot of Australian Prototype will be running at our next meeting, as apart from orders taken, several kits were presented gratis to the club by Mr. Hardacre, a point that other manufacturers might heed.

Such was the interest in the visit, the meeting did not breakup till 2 a.m. Sunday.

At the meeting on Saturday, 28th August the phasing out of some of the more troublesome rolling stock was discussed. Persistent uncoupling of some items was not helping our timetables.

More signals are to be installed to assist the controllers and now the club has a little more time to figure out spaces available, additional track will be laid and re-laid.

Visitors are welcome, as are retailers who wish to exhibit or run their stock. For enquiries ring or call the Warrimoo Newsagency.

PETER ROGERS.